

miles were put in operation as far as Treverton in July last. The remaining portion of the Rail-way extending from Treverton to Sunbury, (a distance of eleven miles) the northern terminus, and at which point the Sunbury and Erie Rail Road commences and is now operated as far as Williamsport, is now under contract, and will, it is believed, be finished by June next.

A Bridge now under construction, crossing the Susquehanna River 3900 feet in length, will, it is expected, be completed in February next, when a continuous Rail-way from Baltimore to Treverton, will be fully opened, and by the first of June, will be extended to the terminus of the Rail-way at Sunbury. The President of the company in his communication to this Department, says: "Although the Rail-way has been extended during the past year fifteen miles in length, still the nett revenues have not been increased in an equal ratio; amongst the causes to be assigned is the difficulty of drawing business from old to new routes, but principally from the break in the road, having to use other roads between Harrisburg and Dauphin, because of the unfinished bridge referred to above, and on which full local charges are made by the respective companies."

*Chesapeake and Ohio Canal Company.*—The history of the Chesapeake and Ohio Canal Company continues to be marked with successive disasters and misfortunes. The interest and liability of the State in this work amounts to, for bonds loaned, \$2,000,000; stock subscribed, \$5,163,724; being over \$7,000,000. The canal company is also indebted to the State for arrears of interest about \$7,000,000. The State's interest is subject to \$1,700,000 of preferred bonds, and the arrears of interest thereon \$550,000, being about \$2,250,000; other prior claims exist amounting to about \$500,000, and the company has also a large floating debt amounting to nearly if not quite \$1,250,000.

From this statement it must be obvious that the prospects of any revenue to the State from this company is very distant, if not altogether hopeless. From the last annual report of the President of the Company, and from information subsequently received, it appears that the canal has been inoperative for a considerable portion of the past two years. The severity of the winter, and the drought of the summer of 1855, closed it for a great part of that year, and other causes contributed to diminish its operations. In February last an ice freshet carried away a great part of Dams Nos. 4 and 5, which after being temporarily repaired, were again destroyed by the occurrence of freshets. The President of the Company animated by the hopeful spirit which characterized his report, succeeded by the most energetic and praiseworthy efforts, in procuring from the friends of the work, a loan of funds sufficient to renew the repairs, when other disasters occurred, which again closed the canal; and lately two heavy land slides, requir-